

Seattle Light Rail Review Panel

Meeting Notes for November 16, 2004

Agenda Items

Overview of Panel work

Panel Members Present

- Pam Beyette
- Cathy Hillenbrand
- Jerry Finrow
- George Blomberg

Staff Present

- Debora Ashland, Sound Transit
- John Walser, Sound Transit
- Carol Valenta, Sound Transit
- Lisa Rutzick, CityDesign

LRRP Overview of Panel Reviews:

Presentation:

Debora Ashland, Sound Transit

John Walser, Sound Transit

Sound Transit representation Ms. Ashland and Mr. Walser reviewed the past work of the panel. In all there is a balanced approach to design with not all stations being the same or completely different.

The general color palette will be dark blue, black, red accent and straw yellow accent. The general material palette will include standardized glazing of clear and light green glass. Four paver colors will be used for different patterns. A tactile braid for the seeing –impaired will be placed at strategic locations. Station architectural design will all vary while at the same time using the standardized palette of color and material. Elements that provide continuity include station layout, a family of station parts, and signage. Elements that provide differentiation include the type of station, community input, and the station program. Other jurisdictions will have stations that differ.

The presenters described some of the duties and responsibilities of Sound Transit. These include the Link Light Rail, Sounder Train, Region Express buses and capital improvements.

The Central Link – overview

There will be 11 stations, four of which are existing tunnel stations. The cost at this point is 2.07 billion. It is 14 miles long and 42,500 daily riders are expected by 2020. Sound Transit will be coordinating the tunnel train and bus flow. Buses will go up to the surface during the tunnel construction. Utility relocation will be under way at the stub tunnel. The Royal Brougham station is deferred, but may be added as an at grade station. It can be an important station for

event crowds. The proposal will go to Sound Transit Board in January to see if it can be added to the initial segment.

Lander Station will have a bike path running parallel to it with bike locker and bike racks. Michael Davis, artist, is working on it. Large industrial elements are proposed. This segment goes from at grade to aerial as it heads east to I-5 and Beacon Hill.

The maintenance building will be west of the Tully building. Vehicle maintenance will be located here. ZGF architects and LTK engineers will design it.

Beacon Hill will have tunnel boring with applied concrete panels. The spoil will be trucked away by the contractor on approved haul routes. The station construction is beginning at the same time as the tunnel is being bored. This is a deep tunnel station and will have 4 high speed elevators which have a 28 second ride. The tunnel is 166 feet deep. The community has voiced concerns that there will only be elevator access. There will be a main plaza, paratransit waiting spot, bike storage and art. The general theme of the station is a cultural crossroads. The theme of Beacon of Light will be evident in the lit elevator cabs. OTAK and Murasi Landscape are working on the project.

McClellan, MLK Alignment, Edmunds, Othello, and Henderson Station were all reviewed by the presenters. The Panel will see more detail on these stations as the design process progresses.

No action was requested of the Panel at this meeting.

The Panel thanked Sound Transit for their presentation.